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The Hongkong Telegraph

(ESTABLISHED 1881)

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WEATHER FORECAST
RAIN.
Barometer 29.51.

August 14, 1918, Temperature 6 a.m. 80 1 p.m. 84
Humidity 78 71

August 14, 1918, Temperature 6 a.m. 75 3 p.m. 86
Humidity 85 78

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2020 月八初日

WEDNESDAY, AUGUST 14, 1918.

三月四日英語

REUTER'S TELEGRAMS.

HEAVY FIGHTING STILL CONTINUES.

GRIM STRUGGLE AT LASSEIGNY.

IMPORTANT DEVELOPMENTS LOOKED FOR.

London, August 12. Reuter's correspondent at British Headquarters, writing on the evening of the 12th inst., states:—"Still fighting has been in progress today, the main feature of which is the greatly increased enemy artillery and machine gunning, proving the rapid swelling of reinforcements. Our long-range sixty-pounders have some bridges on the Somme under steady fire, so that enemy communications must be difficult. In the neighbourhood of Hallu, ground was retaken by a counter-attack after we had been forced to fall back therefrom."

French Resume Attack.

London, August 12.

Reuter's learns from the battle-front that 450 guns have been captured. It is understood that the French in the morning resumed the attack in the southern sector, where the great centre of interest is the Lassigny massif, as the situation depends upon its possession. Enemy reaction with fresh divisions is particularly heavy before Roys. Thirty-one enemy divisions up to the present have been identified, including eight of Prince Rupprecht's reserves, while General von Marwitz's eight divisions in the line at the commencement of the battle have been practically over-run. Prisoners have been captured from all units of these eight divisions.

Four Miles from Roys.

London, August 12.

Reuter's correspondent at French Headquarters, writing on August 12, in the afternoon, states:—The period of arrested development of the battle continued this morning. Some villages behind our front were heavily bombarded by the enemy, hoping to disperse troops concentrating while we were gathering our strength for a further push on the new line. It is probable that General von Hindenburg's Army with its left is resting on the Thiebécourt massif and the Oise at Noyon is sufficiently well-placed for the defensive except for the threat of a further advance by the British on the Amiens and Roys Road. The Allies at Audechy are only four miles away from Roys which is already under fire of the Allied guns. The enemy position in this part of the line is anything but solid.

German Admissions.

London, August 12.

According to Reuter's correspondent at Amsterdam, writing in the Berlin *Tageblatt* General von Ardenne says that the British success between the Acre and Avre bodes no good for the future of the German defence. This must be admitted. The losses of ground, guns and prisoners is especially painful, as the German High Command is particularly anxious now to economise forces. The military critic of the *Mittags Zeitung* prepares the public for a further retreat.

Americans Repulse Attacks.

London, August 13.

An American communiqué states:—We repulsed attacks in the vicinity of Fismes. The enemy's losses are severe.

Another Village Captured.

London, August 13.

A French communiqué states:—Between the Acre and the Oise we captured the village of Gury and progressed north of Roys-sur-Matz and north of Chévincourt. On the Vesle we repelled two counter-attacks against our positions on the north bank in the region of Fismes.

A German Report.

London, August 12.

A German official wireless message states:—We repulsed violent attacks northward of the Somme and between the Somme and Lihons. The enemy advanced beyond Lihons, but our counter-attack threw him back to the northeastern edge of the village. We took Hallu.

British Position Improved.

London, August 13.

Field Marshal Sir Douglas Haig reports:—We further improved our positions north of the Roys Road and on the north bank of the Somme, capturing additional prisoners. We repulsed a local attack in the neighbourhood of Fouquescourt. Patrols took a few prisoners south of the Scarpe and in the neighbourhood of Vieux Berau. We repulsed an attack in the Merris sector after sharp fighting.

A Violent Battle.

London, August 12.

The Allies to-day captured Gury. A violent battle is raging from Bray to Villers-les-Roys, where the Germans are vigorously resisting. The German reserves at present number twenty Divisions. It is ascertained that there is one Austrian Division on the Western Front, but it has not yet been in action. The Allies have practically reached the crest of the Lassigny massif and are firing into the enemy from rear. The fall of the massif is expected to-night. The plateau is eight miles square. The crest is heavily wooded and its capture should be followed by important developments.

AN ENEMY CONFERENCE.

London, August 12.

Reuter's correspondent at Amsterdam learns from Berlin that the Foreign Secretary, Von Hertze, has gone to the Main Headquarters to confer with the Imperial Chancellor.

OUR GOLD RESERVES.

London, August 12.

It is officially stated that the balance of gold standard reserve on July 31 was held as follows:—In India, nil. In England, £24,727,017, of which £8,000,000 cash was placed by the Secretary of State at short notice; £19,818,604 in British and Colonial Government securities, as valued on March 31; while £8,918,425 in British Government securities have been purchased since.

REUTER'S TELEGRAMS.

THE NAVAL "BRUSH" OFF AMELAND.

How a Zeppelin was Brought Down.

London, August 13.

According to Reuter's correspondent at Amsterdam, the Dutch papers, describing the fight between British motor-boats and German aircraft off Ameland, state that three British motor-boats were sunk and three disabled. One of the latter reached shore. Altogether nineteen men were saved, of which four were wounded. The whole crew of the Zeppelin perished.

The British still had concentrated fire on the Zeppelin and were attacked by German airships and aeroplanes in great strength. One of the latter was brought down, and some hours later a German battleship and ten torpedo-boats appeared and cruised off the coast.

One of the Largest and Newest Designs.

London, August 12.

The Star states that another Zeppelin was brought down this morning. It was sighted off the East Coast at daybreak, and aeroplanes immediately ascended in pursuit and got close before being observed. The Zeppelin fell in flames into the sea after a short fight. It was one of the largest and newest designs.

Look Upward to the Skies.

London, August 13.

The Star's story last evening apparently referred to the Ameland Zeppelin.

Accounts brought to the East Coast state that a Zeppelin, accompanied by seaplane, interrupted divine service on British warships, which promptly counter-attacked. When the Zeppelin crashed downward, the British flagship signalled to all ships' companies to sing the hymn beginning "Oh, Happy Band of Pilgrims, Look Upward to the Skies."

Altogether forty enemy aeroplanes attacked the motor-boats. One of the British aeroplanes which attacked the Zeppelin alighted on the water and was picked up by a destroyer within a mile of the German coast.

THE WAR IN THE AIR.

Twenty-Nine German Machines Destroyed.

London, August 12.

Field Marshal Sir Douglas Haig, reporting on aviation, says:—During the day and night of August 11 we dropped fifty tons of bombs, chiefly on the Somme crossing and certain railway junctions. We bombed Courtrai station and sidings at daylight from a low height without loss. We secured many direct hits. We effectively at night attacked Pervenue and Cambrai stations. All the night bombing machines returned. Enemy aircraft, in large formations, have been active on the battle-front. We have destroyed twenty-nine and have driven down twenty-four. Five British machines are missing. Anti-aircraft guns brought down a Gotha.

More Raids on Germany.

London, August 12.

The Air Ministry reports:—On the afternoon of August 11, in addition to the bombing already reported, we bombed the railway triangle at Metz. We attacked during the night of August 11-12 two aerodromes and various targets with bombs and machine guns. Despite the weather on August 12, we successfully attacked aeroplane and chemical works at Frankfurt. Bursts were observed in the centre of the objective. Large numbers of enemy aeroplanes kept up a running fight for thirty miles, and we destroyed two of them. All the British machines returned. Another squadron attacked an aerodrome at Hagenau with excellent results. It encountered many hostile machines and severe fighting ensued. We destroyed four enemy machines and drove down another. Two British machines are missing. The squadron reformed after the fight, and proceeded to bomb the objective. A direct hit was secured on a large hut and a bomb destroyed four enemy machines on the ground.

German Claims.

London, August 12.

A German official message states:—We shot down 518 aeroplanes during July, of which 239 are in our possession. We lost 129.

French Bombers Busy.

London, August 13.

A French aviation communiqué states:—Despite attempts of enemy squadrons to oppose the passage of our bombers on August 11, fruitful expeditions were made into the enemy's lines, our airmen copiously bombing bridges, roads, railways and troops. Numerous convoys were blocked. Along the fifty-seven tons of bombs were dropped during the day and night. Fifteen aeroplanes and four balloons were felled and twenty-one disabled by Franco-American pilots.

THE SIBERIAN SITUATION.

British Troops Warmly Welcomed.

London, August 12.

The War Office announces that the British forces which landed at Vladivostok have proceeded to the Ussuri front and have been enthusiastically received by the Czecho-Slovaks.

A Canadian Force.

London, August 12.

According to Reuter's correspondent at Ottawa, it is announced that Canada is being represented in the Allied expeditionary force to Siberia, and the men will be mobilised and despatched early.

Czecho-Slovaks Hard-Pressed.

London, August 13.

The Times correspondent at Tokyo, writing on the 7th instant, says the Czecho-Slovaks are hard-pressed on the Ussuri and Trans-Baikalia fronts by strong forces of Magyars and Germans.

General Kikuzo Otsu, the Commander of the Expeditionary Force, is a member of the Supreme War Council, while Lieutenant General Matsuya Yoshi, who is appointed Chief of Staff, resigns the command of the Imperial Guards. Lieutenant General Takenobu accompanies the Expedition, but his capacity is not stated.

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PLAQUE ON A SHIP AT GRAVESEND.

London, August 14.

The steamship *Sector* has arrived at Gravesend from Calcutta with four members of the crew suffering from bubonic plague.

EARLIER TELEGRAMS.

RUSSIAN AFFAIRS.

Incessant Fighting Reported.

London, August 12.

A Russian wireless official message says that reports from Kiev state that five thousand peasants, provided with machine guns, artillery, food and hospital motors, have crossed the River Dnieper in the direction of Poltava. The Germans have sent pursuing forces. There is incessant fighting in various parts of Ukraine and the Communists at Vologda are taking measures to combat the Anglo-French forces and the White Guards.

EARLIER TELEGRAMS.

THE BATTLE SITUATION.

Pace Slowing Down.

London, Aug. 12.

Reuter's correspondent at British Headquarters, writing on August 12, says: The pace of the fighting is slowing down as the enemy is throwing in reserves as fast as he can rush them up. Time alone will show whether the Germans are attempting to stabilise the present line or are covering a further withdrawal. One of the most gratifying features of the victory is the comparative smallness of our, and the Allies' forces engaged. This is rendered possible by the completeness of the surprise and the tanks. The weather is fine and hot.

British Take Hundreds of Prisoners.

London, Aug. 12.

Field Marshal Sir Douglas Haig reports: In successful fighting in the neighbourhood of Roys Road and eastward of Fouquescourt and the south bank of the Somme, we advanced our line in each of these localities, taking hundreds of prisoners. We captured Proyart, southward of the Somme, after sharp fighting, wherein the enemy lost heavily in prisoners. Fighting continues. The French on the British right have taken Le Loges.

Improving Communications.

London, Aug. 12.

Reuter's correspondent at American Headquarters, writes on Monday: Although the American front during the last few days has ceased to move forward movement is not lacking behind it. Trestle bridges are replacing pontoons across the Marne and each day the railhead is carried a little further. Soon a most important link between the east and west will be repaired and trains will again be running to Paris, Châlons and beyond. The Paris and Amiens line has already been repaired, thus removing a strategical disability, which has long hampered command. Roads are also being repaired and the organisation of the army is in a much more stable condition than when it reached the Vesle.

NAVAL MOTOR-BOATS MISSING.

London, Aug. 12.

The Admiralty states: Our light forces and Royal Air Forces' aircraft reconnoitring the west Friesian coast on the morning of the 11th, were heavily attacked by German aircraft and six motor-boats have not returned. Apart from this there was neither damage or casualties. Aircraft attacked a German airship northward of Ameland, bringing it down in flames into the sea from a great height.

THE ALBANIAN CAMPAIGN.

London, Aug. 12.

An Italian official message says: In Albania we obliged the enemy to evacuate Jagodina bridgehead and pass to the right bank of the river.

THE CZECHO-SLOVAK COMMANDER.

Amsterdam, Aug. 12.

A message from Moscow states that General Tchernycheff will command the new Czecho-Slovak Army.

THE SILVER MARKET.

London, Aug. 11.

The silver market is quiet.

BOMBS AND THEIR CONSTRUCTION.

(By Lieut. R. S. M. Sturges.)

might be added to increase the effect. Later the body combined in itself the functions of a container for the explosive and of missiles into which it was converted by the explosion. Instead of being merely a thin metal container it became, therefore, a thick casing of steel or cast iron, retarded or segmented so that the explosion converted it into many fragments.

Next comes the explosive contained in the bomb. In the case of British grenades the explosive has always been some form of High Explosive; that is to say an explosive which is converted into gas more rapidly than is gunpowder. The Germans, for some reason, still fill their "Egg" grenades with a low explosive.

</div

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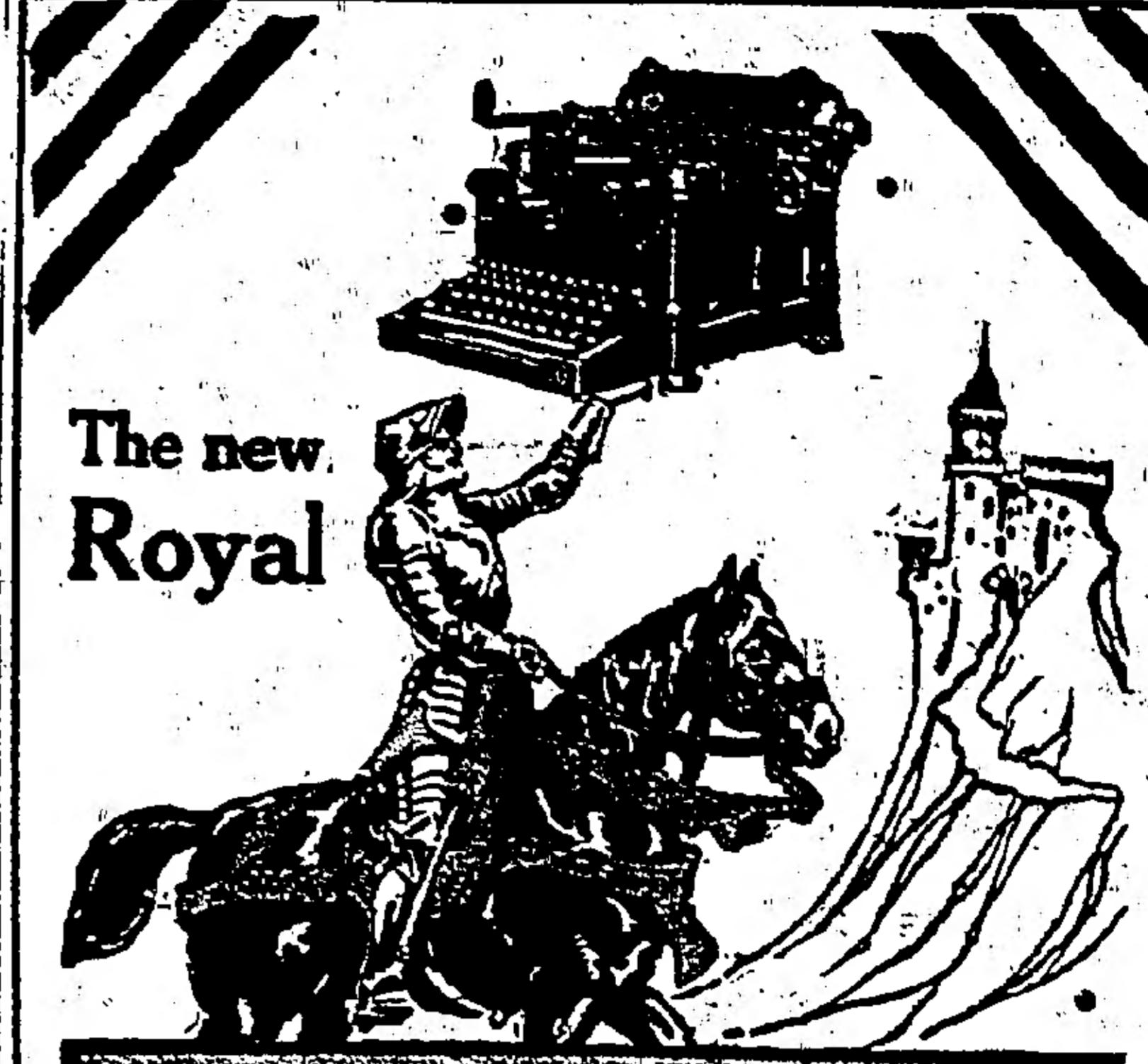
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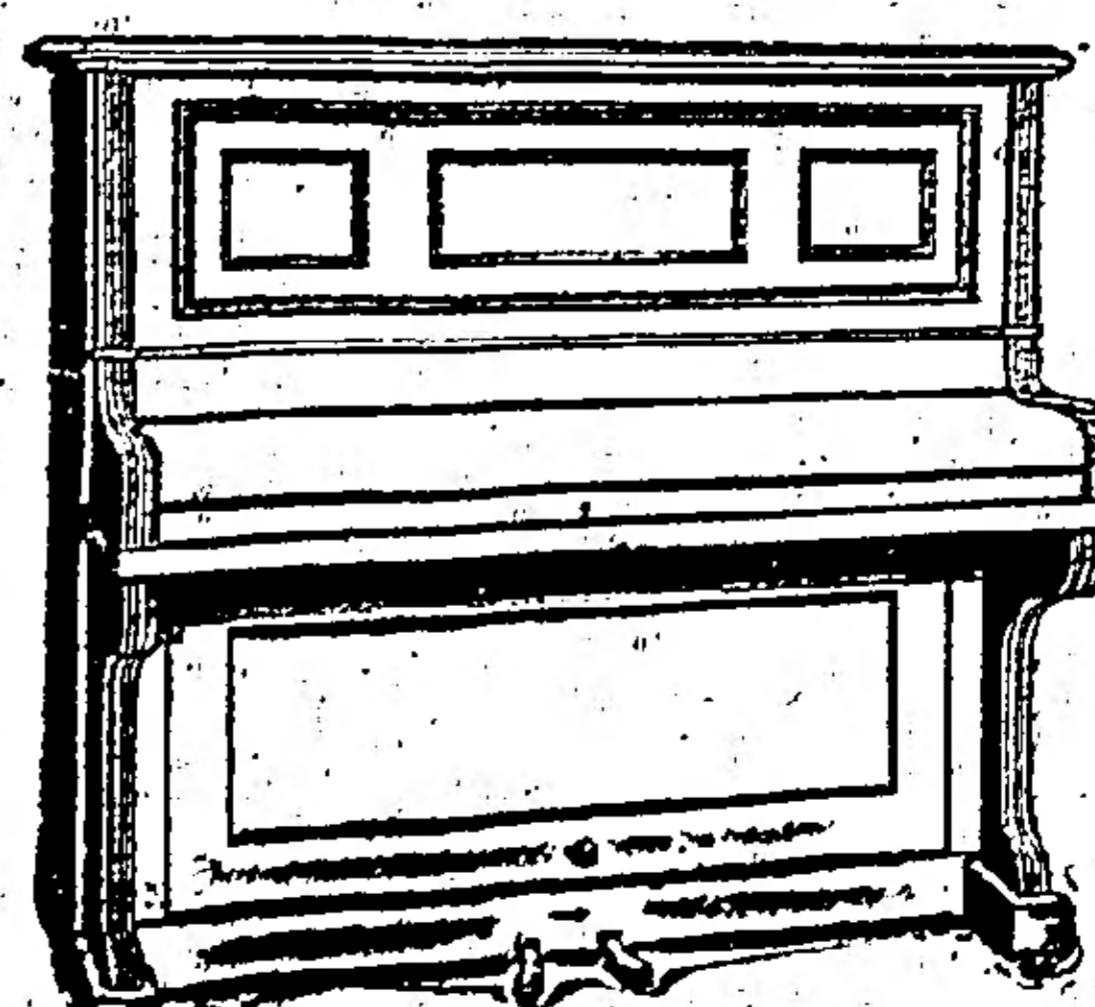
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GENERAL NEWS.

"Official Eye Witness." Major-General Nakajima, of the General Staff Office, has gone to Vladivostok. He is quoted as saying he will act as a sort of "official eye-witness" for the General Staff.

Whale Caught Alive. A large whale measuring about 60 feet in length was stranded on the beach at Wada-mura, Oi-gun, Wakasa province, on the 22nd ultimo, and the local fishermen succeeded in capturing it alive.

Returning to Japan. The Japan Gazette states that Mr. Geo. Blandell, of Yokohama, has just received information that his son, Willie, who was wounded while serving with the British Army in France over a year ago, has been invalided out of the army, and will shortly return to Japan.

Proposed New Japanese Aeroplane Factory. It is announced that Mr. Kawanishi Seihei and Mr. Ishikawa Mobei, of Kobe, have decided to invest Y750,000 in an aeroplane factory managed by Nakashima Chikai, a retired Naval Engineer, at Ota, Nitogawa, Gunma Prefecture.

Chinese Tabacco. We learn, says the Peking Times, that the Chinese Government has definitely stopped the negotiations with the Japanese for a loan with the tobacco and wine interests as security and Peking is going to reorganise the monopoly bureau as big revenues have been promised by the Chinese tobacco merchants.

Invitation to the Dead. The quiet town of Chelmsford was visited one day last month by an aeroplane bank, and has been doing its best to raise \$50,000 for War Bonds. Leaflets were scattered broadcast by flying men. One of these leaflets fell into the cemetery. A curious passer-by went in and picked it up. He found that it contained the invitation "Wake up and buy War Bonds."

Praying for Victory. Unbroken prayer for the Allies and for the American soldiers, is the aim of a nation-wide movement in the United States to enroll men, women and children to offer one-minute prayer twice a day throughout the war. The time-scales are so arranged that prayers will always be rising in the United States for the cause of liberty. The plan has the endorsement of leading Roman Catholic and Protestant churchmen.

Germany's Losses. Germany has lost more than 5,000,000 men in the four years since the outbreak of the war, according to official figures of a Japanese military authority. The census indicates that until January of this year Germany's loss, either killed or prisoners in battle, reached 4,459,081, of whom 3,849,80 were lost on the Western front and 1,607,775 on the Eastern front. The loss during the last seven months is estimated at approximately 367,000. If deaths from sickness are added, the total of Germany's loss in the last four years will exceed 5 million.

American Negroes' Grievances. One of the grievances of American negroes, says the Manchester Guardian, is the existence of a "colour line" which, not in the Southern States alone, virtually excludes them from many public and semi-public places that are frequented by the white population. Henceforth, in the State of New York at least, they will be free from this disability. The Legislature has recently passed a bill which affirms their right to be admitted to any place of public accommodation, entertainment, or education, and which declares that they may lawfully exclude only from places of a private nature, such as clubs and institutions, run for a restricted purpose. The new law—which is said to be the broadest interpretation—in the States specifically mentions hotels, restaurants, hospitals, theatres, schools, and colleges among the places where negroes are entitled to equal treatment with whites.

GENERAL NEWS.

NOTICES.

Japanese Naval Manoeuvres. The Japanese naval manoeuvres will be held in the beginning of October when the First, Second and Third Fleets and a few war ships belong to the First Reserve Squadron will be present. The manoeuvres will cover a sea area of 1,000 miles.

Death of Sir Gerard H. U. Noel. The death is announced, at the age of 73, of Admiral of the Fleet Sir Gerard H. U. Noel, G.C.B., K.O.M.G. We may recall that when Commander-in-Chief in China, to which station he was appointed in January, 1904, Sir Gerard was advanced to admiral's rank (May, 1905); and whilst in the Far East received the 1st Class Order of the Rising Sun from the Emperor of Japan.

Encouraging Japanese Aviation. Civilian aviators have recently arranged to organise an Aviation Club with the idea of promoting public interest in aviation in Japan. On July 2, an inaugural meeting of the Club was held at the Seiyoken, Tsukiji, Tokyo, when it was decided to make a series of flights over Tokyo on the Emperor's birthday (October 30), and the following day. The *Chugai*, a well-known Tokyo magazine, offers a prize of Y3,000 to any aviator who makes a record in high-altitude flying in Japan.

Tokyo Chamber of Commerce Exhibition.

As a means of promoting the development of Japan's foreign trade after the war the Tokyo Chamber of Commerce is making arrangements to hold an exhibition. Though it is understood the promoters have already reached a decision as to when and where the scheme is to be carried out, nothing is yet made public regarding the arrangements. It is expected, however, that the promoters will ask the Government for a subsidy of some Y300,000 to finance the enterprise.

Chicha Green Tea for Morocco.

The Director of the War Trade Department notifies that the concession in regard to the transhipment in the United Kingdom of the 1917-1918 crop of China green tea destined for Morocco is extended to all consignments shipped from China on bills of lading, dated not later than November 30 next, provided the total amount shipped does not exceed the quantity previously allowed, namely, 11,500 tons of 40 c. feet for the whole season. In view of the situation in regard to tonnage from the Far East, it will not be possible to make any further concession, either in regard to the 1917-1918 or the new season's (1918-1919) crop.

Military Aviation in Japan. A large military aerodrome is to be established in Fukutsu Prefecture under the jurisdiction of the Kurume Garrison, says the *Japan Chronicle*. The military authorities at Kurume now officially announce that the aero drone and administrative and other buildings will be completed during the next three years. The buildings to be established this year are barracks, a hospital, machine-gun and motor-arsenals, and a meteorological observatory. The people of Mita-ku and Asaka-ku have been competing in an effort to get the buildings established in their own district, and accordingly the military authorities have decided to erect these buildings on the border of the two places.

The Dairen Fires. As already reported, since March last there have been frequent outbreaks of fire on the wharf at Dairen, a considerable quantity of boats being destroyed, and incendiarism has been suspected in each case, though the police have not been able to trace the exact cause of any one of the outbreaks. A Dairen dispatch to the *Yomiuri* now reports that a Chinese who was found sleeping in one of the wharf godowns, has been arrested on suspicion of being concerned with incendiarism. It is said the Chinese had an immense sum of money concealed at a certain spot in the wharf compound. The dispatch adds that in view of the fact that the last outbreak occurred among consignments of kerosene oil (not kerosene, as first reported) consigned to the United States, the complicity of German agents is suspected, though the Chinese arrested pleads entire ignorance as to the outbreaks.

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N. LAZARUS, OPTICAL OPTICIAN.

LORD MILNER AND RUSSIA.

Unreasonable to Abuse Her.

Lord Milner, Secretary for War speaking at the Y.M.C.A. anniversary in London recently, said he had just come from a meeting of the representatives of the great Dominions and of India, which bore most impressive testimony to the spirit of unity which was drawing them all together. So it was with the unity of the Allied nations who were fighting in the cause of freedom, and would go on until the great reserves who the cause of freedom still possessed had had time to be mobilised fully.

The Secretary for War added: "Let me utter one word of warning. Beware of crabbing. I do not mean to refer to ordinary domestic crabbing or even to the constant storm of criticism and suggestion at the present time. Suggestions are often helpful and may keep one up to his work. That is all right even in war-time but let us beware of criticism of the Allies or even in the case of Russia."

"Russia has let us down tremendously, but only because she is herself the prey of a raging fever. We do not abuse a man in a delirium of fever because he strikes a blow even as a friend. You need to try to help him to recover, and so with nations which are fighting side by side with us. We should say nothing in disparagement of them."

"I would make a special appeal to the press of this country and of our Allies not to walk into the trap which the enemy is constantly setting for them. That trap is constantly set for them. The moral unity of the Allies, which is based on the greatness of their cause, is our most precious asset. Let us preserve it at all costs."

"We have only to bear and forbear with one another to the victorious end which, however distant it may be, is never doubtful."

NOTICE.

BEST BRANDY.

Retail or wholesale per bottles or case.



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Phone 45c.
Liquor Department.

KEROSENE OIL.

We guarantee all kerosene oil sold by us to be pure and unadulterated.

Present price:—

"WHITE ROSE,"

86.05 per case ex store.

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85.85 per case ex store.

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FOR EACH INSERTION

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The Hongkong Land Investment
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WANTED.—FLAT or HALF
HOUSE. Apply Box 1420
c/o "Hongkong Telegraph."

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ROOMED house in Mac-
donnell Road, large verandahs,
closed verandahs, numerous
bath rooms, garden, etc. Im-
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all conveniences. Apply Box 1421
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A SHOP in Nathan Road,
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THE HONGKONG LAND
INVESTMENT & AGENCY
CO., LTD.

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WANTED.—HOUSE at THE
PEAK 6 to 8 rooms, on or
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PADLOCKS, CABINET LOCKS
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SOLD EVERYWHERE.



VAFIADIS'
EGYPTIAN CIGARETTES.

Imperial Bouquet per	100	\$5.30
Crown Prince	100	4.65
"	50	2.35
"	10	.50
Extra Fine (Grand Format)	50	2.35
Nectar	50	2.35
Yildiz	25	1.10
Club Size	10	.40
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"	50	1.80
Superfine	20	.75
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USEFUL FOR ECZEMA, STINGS OF INSECTS
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INSTANTLY ALLAYS IRRITATION AND CURES
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THE HONGKONG ROPE
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AN INTERIM DIVIDEND OF
ONE DOLLAR (\$1.) per
share for account 1918, will be
payable on THURSDAY, the
15th August, 1918. Shareholders
are requested to apply for Divid-
end Warrants at the Company's
Office, St. George's Buildings,
Hong Kong.

The TRANSFER BOOKS of
the Company will be CLOSED
from SATURDAY, the 10th Aug-
ust, 1918, to THURSDAY, 15th Aug-
ust, 1918, both days in-
clusive.

SHEWAN TOMES & CO.
General Managers.
Hongkong, 30th July, 1918.

NOTICES.

NOTICES.

THE UNDERSIGNED, having
acquired the whole of the
houses in Salisbury Avenue,
Kowloon, are prepared to make
arrangements whereby any of
their tenants, who desire to do so,
may become the owners of the
dwellings now, in their occupa-
tion by purchasing them on the
instalment system.

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NOTICES.

NOTICES.

APPLICATION forms for
Membership of the above
Association may be obtained
from all the Banks or from the
undersigned.

THE UNION INSURANCE
SOCIETY OF CANTON, LTD.

Honorary Secretaries &
Treasurer.

Hongkong, 15th January, 1918.

**DR. SHELDON'S
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FOR
BACKACHE
AND
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SOLE AGENTS:
A. S. WATSON & CO., LTD.,
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Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rates of subscription to the "Hongkong Telegraph" will be as follows:—Daily issue—\$36 per annum. Weekly issue—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the addresser is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamian, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, AUGUST 14, 1918.

THE ROAD TO VICTORY.

The two staggering blows which the Germans have received in different sectors of the Western Front are of the deepest significance. Their effect does not end with the losses which the Kaiser's Army has sustained in men and material; the shock which has been sustained must tell its tale also on the morale of the German people. It has already done so, according to the well-known Socialist journal *Vorwärts* while another enemy newspaper frankly admits that the recent operations constitute the first real German defeat of the war. Of course, there is the usual attempt to minimise the seriousness of the situation, one paper, with true Teutonic arrogance, describing as ridiculous the claim that the entire German position has been affected. Another enemy journal reflects the characteristic Prussian capacity for pushing the blame on to other peoples' shoulders by stating that the reverse is due to the state of morale of Prince Bismarck's troops, who, of course, are Bavarians. But, however the facts may be twisted and turned about, the main thing is that the Huns have received a decided defeat, and, what is even more to the point, that they have been hopelessly outgeneralled in the operation.

One need not be a soldier to appreciate the outstanding fact about the recent victories of the Allied armies, which is that the two sets of operations have fitted wonderfully one into the other, and that the plans conceived by Marshal Foch have worked, as one of the messages puts it, "like clockwork." Behind all the fighting and all the manoeuvring there have been the brains of the Allied armies scheming and planning on a scale of which at the moment we are necessarily ignorant, while the admitted genius of Marshal Foch has been given full and unhampered play. The result has been seen in the wonderfully skilful handling of the Entente troops, which has made possible the carrying out of a third big attack while two other offensives are still unfinished. If we leave on one side the specific achievements in these operations and turn to broader issues, there is equal ground for optimism. These battles, we are informed, may be but the first move in a larger and more comprehensive offensive which experts anticipate may soon change the whole face of the war. That is a possibility which may well ensue from the present activities. No-one save those in close touch with the developments on the front knows what Marshal Foch has in mind, but in view of the great change which has been brought about in the general situation in the West it would be in no sense surprising if the near future brought news of an even more thrilling character than that which has put fresh confidence and determination into the Allied peoples.

The seasons have much to do with warfare, and in this connection it is something to the good for the Allies that the turning of the tables has been effected sufficiently early in the year to allow of very considerable developments before "General Winter" takes charge of matters. A lot of damage can be done to the German Army before the bad weather sets in, and we may count upon it that the Allied Command is keeping its eyes well on the calendar. Last autumn there was a deal of very heavy fighting, and the campaign was carried well into the winter. This year, if the weather conditions are favourable, we may see happenings of a most dramatic character, with most momentous consequences. At any rate, it may be counted upon that the Allies, now that they have found the enemy's weaknesses, will make the most of their opportunities, and that before 1918 has run its course they will have made a big advance towards that final victory which is the inspiring motive of their determined and unceasing efforts.

About Baseball.

This evening, Hongkong sportsmen and others interested will have had the somewhat rare opportunity of seeing baseball, the American national pastime, played by clever exponents of the game, and they will thus be able to appreciate its many fine points. With its basic principles most Britons are acquainted, as baseball is closely allied to the familiar game of "rounders," though it has naturally been much developed and brought to a point in which science and skill are much emphasised. Wherever the American goes he carries his love of the game with him—and the same may be said of the Canadians, who have readily caught the "infection." Quite recently it was announced that a part of Hyde Park had been converted into a baseball "diamond" for the use of American and Canadian troops who might otherwise have found it difficult to find suitable grounds for indulgence in the sport which is held in equal esteem in both countries. England seems to be taking an increasing interest in the sport, owing in great measure to the frequent games played by Canadian soldiers in various parts of the country since the beginning of the war. Indeed, some of the sporting papers at home are of opinion that baseball will be permanently established in the Old Country after the war—a development which may well come about in view of the growing popularity of the game throughout the United Kingdom.

Our Mercantile Marine.

Admiral Sir Rosslyn E. Wemyss, First Sea Lord, in a recent speech at a meeting of the British and Foreign Sailors' Society, paid a glowing tribute to our mercantile marine, a tribute that will be greatly valued by those who man our merchant ships, coming as it does from such a high source. Unfortunately, very many people overlook the importance of the work the merchant fleet is playing in this terrible war, nor do they always stop to think that but for the members of this gallant fleet, who willingly risk their lives in a hundred and one ways, we should be in a very bad way. It is due to the unselfishness and self-sacrifice of the men of the mercantile marine that we have been able to carry on so successfully, and though our splendid Navy has done a marvellous work in policing the seas, yet the fact remains that the sailors who man the merchant vessels have had to brave terrible dangers which they have done uncomplainingly and have gone to sea again and again in spite of the fact that there have been periods when their work has been rendered extremely dangerous on account of the enemy's ruthless submarine. When the history of the war comes to be written, there will be many a stirring tale to be recited of the part the mercantile marine took in it.

A Better Understanding.

The First Sea Lord, in the course of his speech, quoted some interesting figures showing that the merchant service are some 200,000 sailors and about 80,000 fishermen, who are serving under the white ensign and who have been assimilated into the fighting fleet. This news will come as a surprise to many people. It is gratifying to read that Sir Rosslyn Wemyss drew attention to the fact that as result of the co-operation between the mercantile marine and the Navy a truly marvellous transport service of troops and munitions to France had been maintained. It is extremely pleasant to note the cordial relationship which now exists between the two services, and, as Admiral Wemyss remarked, it cannot help but prove of great value in the future. There is little doubt that on account of the war much has been done to bring about a better understanding and sympathy between the Navy and the mercantile marine.

Donated to French Hospital. According to the *Journal de Pekin* the government of Indo-China has donated \$30,000 to enable enlargements to be made to the French Hospital in Peking.

DAY BY DAY.

BEFORE WE CRITICISE OTHERS WE SHOULD MIND OUR OWN DEFECTS.

To-morrow's Anniversary.

To-morrow is the fourth anniversary of the opening of the Panama Canal.

The Dollar.

The opening rate of the dollar on demand to-day was 3s. 5/16d.

The Health Return.

The only case of communicable disease notified yesterday was one non-fatal occurrence of puerperal fever (a Chinese).

War Charity Collection.

The collection at Union Church, on 4th instant, together with subsequent contributions, amounted to \$446 81, and a cheque for this amount has been handed to the Hon. Treasurer of War Charities for the benefit of the Prisoners of War Fund.

Stole a Bed.

A Chinese was charged at the Police Court this morning, before Mr. J. R. Wood, with stealing a wicker bed valued at \$3 from a shop in Queen's Road. Defendant pleaded guilty saying that he had no money. After evidence had been given, His Worship sentenced defendant to one month's hard labour.

Child Drowned.

A married woman living on sampan No. 272 reports to the Police that she went out yesterday at 4 p.m. to do some shopping, and when she returned she learned that her daughter, three years of age, had fallen into the water, and was rescued by some people who happened to be near. The child was then taken to the Kwong Wah Hospital but died before the mother's arrival there.

No Sale.

Acting under instructions from the Liquidator of Messrs. Blackhead and Co., Mr. Geo. P. Lemmert offered for sale at his auction rooms yesterday the property at Shaukiwan, known as Blackhead's Soap Works. The property, which is offered in one lot, has an area of 95,800 square feet on which stands a soap factory and buildings connected therewith. Mr. H. A. Lemmert conducted the proceedings and started the bidding at \$150,000. There was no advance on this figure and the property was withdrawn.

Unstamped Letters.

A Chinese was charged at the Magistracy this morning, before Mr. J. R. Wood, with unlawfully smuggling eight unstamped letters into the Colony. Inspector Watt, of the Post Office, said that defendant brought these letters from Nam Hoi. He was always travelling between Hongkong and Nam Hoi. The letters were given to him by the folks of a shop in Nam Hoi to be delivered to persons in the Colony. Defendant said that he did not know the regulations. His Worship directed defendant \$1 for each letter in all \$8.

The Victoria Theatre.

The current programme at the Victoria Theatre is one that should meet with a good deal of appreciation, comprising as it does a fine three-part film "The Storm," a picture which, besides good acting to recommend it, is based on a very attractive plot and provides some good situations. The American *Gaslight*, a picture of never failing interest, was up to its usual good standard, and two comic pictures "The Try-out" and "The Lamb," the latter a Harold Lloyd comedy, rounded off the entertainment in a very fitting manner.

Assaulting a Police Reservist.

A Chinese was charged before Mr. J. R. Wood, at the Police Court this morning, with assaulting P. C. (R.) 716 Aquino. Complainant, in giving evidence, said that he was walking along Des Voeux Road, near the Wing On Co. shop, when someone attempted to pick his pocket. He turned round and caught a Chinese, whom defendant came up and assaulted him. Another witness also gave evidence. Defendant denied the charge. His Worship discharged defendant, but required him to provide a bond for \$50 for six months, and said that if he appeared again at the Court charged with assault, he would be severely dealt with.

INDIAN MOSLEM SOCIETY.

Tea Party to Mr. Hasham Khan.

There was quite a large gathering of the various sections of the local Indian community at Wise man's cafe yesterday afternoon, when the Indian Moslem Society gave a tea-party in honour of Khan Sabih Hasham Khan. Amongst those present were Mr. Nawab Khan (Chairman of the Society), Mr. Sirdar Khan (Vice-Chairman), Mr. Hasham Khan, A. F. Arculli, Mahomed Ackbar, A. and M. Sufi, V. Ousey, V. Ram, O. el Arculli, and Fazal Mohamed (Secretary).

The Chairman (Mr. Nawab Khan) said that the object of the gathering was to do honour to Mr. Hasham Khan, who had the title of Khan Sabih conferred on him by H. E. the Viceroy of India.

Mr. A. F. Arculli thanked those attending for their presence, by which they had honoured the Indian community. He said they were present to do honour to Mr. Hasham Khan, who had the title of Khan Sabih conferred on him by H. E. the Viceroy of India.

Mr. Sabih Hasham Khan, A. F. Arculli, Mahomed Ackbar, A. and M. Sufi, V. Ousey, V. Ram, O. el Arculli, and Fazal Mohamed (Secretary).

Mr. Eldon Potter and Mr. F. O. Jenkins, O.B.E. (instructed by Mr. Crew, of Messrs. Hastings and Hartage) appeared for the appellants and Hon. Mr. E. H. Sharp, K.C., O.B.E., and Mr. C. G. Alister, O.B.E. (instructed by Mr. Grist, of Messrs. Wilkinson and Grist) appeared for the respondents.

Before the war, it was not regarded as "good form" to wear military or civil decorations except with uniform or at least full evening dress, when ribbons or miniatures were permissible. What is to happen when the boys come home and get back into uniform?

Are all our heroes, the V.C.'s and D.S.O.'s and M.M.'s, to be masked? Already, in the case of the silver badge and the wound stripe, we have broken with tradition, and in a reconstructed world there may very well be space for crosses and medals on the civilian breast.

This morning Mr. Jenkins, completed the arguments for the appellants, citing various cases to prove certain points.

The Hon. Mr. Sharp, in opening the case for the respondents, said that their case was that the plaintiff's proof and receipt of the dividend in the bankruptcy for the price due under the contract was an affirmation of the contract and that that did in law effect the final determination of the plaintiff's election to affirm or disaffirm the contract. Therefore, the plaintiff could not now continue with that action to disaffirm the contract on the ground of fraud.

On this broad assertion Mr. Sharp continued to elaborate his points, giving many authorities for his contention.

The hearing has occupied the Court all day, and will probably be brought to a finish to-morrow.

FULL COURT.

Legal Argument Resumed To-day.

The Full Court, opened at the Supreme Court yesterday, and composed of Sir Haviland de Saumarez (President) and Mr. Justice Gompers, was proceeded with to day. An appeal is being heard against a decision given by the Chief Justice (Sir William Rees Davy) in April last. The action is between the Kin Tye Loong firm, merchants, of 27 Bonham Strand West, appellants, and the Wing Hang Hong firm, and others, rice merchants, of 5 Bonham Strand West, respondents.

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HOW LONDON WAKES TO WAR.

Mustering of the Armies of Industry.

Mr. Geo. R. Sims, in the *Daily Chronicle*, writes:—It is five o'clock in the morning by Act of Parliament when I leave the shelter of the roof beneath which my household still slumbers, and step out into the waking world of London. As the green of turf and tree, a little grey in the early morning light, meets my gaze, I think of the song of Clariel that was so popular in the drawing-room of my boyhood:

"And the old, old story was told again."

At five o'clock in the morning." But no, lovers early afoot are longing to tell the old story or to listen to it on their way to work.

"The old, old story," was an idyll of pastoral peace. To-day, the great world of London is waking to the grim realities of the toil and toll of war. Because of the toll of war the women who toil are as early afoot as the men.

At 8 o'clock the young women who have the lights of London in their eyes are on their way to extinguish the lamps. Soon after 5, I meet brave little Wasos in parties of twos and threes making their way to the Tubes and the Metropolitan stations.

There are no motor buses in Baker street yet, and very little traffic. A railway van rumbles by, a party of officers dash past me in a motor-car, and a couple of milk carts clang out their "songs before sunrise."

At a quarter to 6, Moorgate-street is just rousing itself with a yawn, but outside the station a pretty railway girl in uniform with roses in her cheeks and forget-me-nots in her eyes is lying in wait for early comers to sell them a flag, for the Railway Benevolent Institution. At 5.50 my buttonhole has been benevolently flagged by the comely conductorette, and her bright smile haunts me still.

By Moorgate-street and Finsbury-square I make my way to Liverpool-street. There is plenty of work going on in the railway yards as I pass, but the streets are deserted except for a few labourers hastening workward with their mid-day meal wrapped in the conventional red handkerchief and little groups of char-women bound for the buildings and houses in the neighbourhood and gossiping as they go, but with the languor of early morn.

Towards 6 o'clock a rivulet of humanity begins to trickle into the City. It is made up mainly of elderly and middle-aged men of the labouring and artisan class.

At 6.30 I am in the spacious office-room of a big railway hotel. At over a dozen tables groups of officers are already break-fasting.

At 7 o'clock the greatest terminus is a scene of intense animation. The departure platforms are crowded with kibitz. The arrival platforms are filled again and again by the incoming tide of humanity. Train after train arrives from the suburbs and environs of London and discharges its freight; and from a dozen platforms a broad stream flows out into the world of work. The war has made a marked difference in the character of these mighty streams of humanity that converge upon London in the early hours of the morning. The few young men in them seem to be tossed to and fro like derelict spars by the surging seas of femininity.

Soon after 7 there are hundreds of young girls in the incoming crowds. Some of them are not going direct to their work. Their offices and places of business will not be open yet, and so, the station waiting rooms are packed with them; and many of them find resting places in such of the City churches as open early for their accommodation.

These girls are compelled to come to their work with time to spare. If they left till the last train they might fail to find room in it, then they would be late at business. This less of being late has a marked effect on the attitude of the crowds that are now beginning to wait for trams and motor buses. Everywhere you see anxious faces and eyes peering eagerly into the distances.

CHINESE POSTAL GUIDE.

A Useful Publication.

The Chinese Postal Administration has issued for sale to the public that indispensable publication to business men and other residents in China, the Postal Guide (7th Issue).

The useful information this publication contains is a boon to those whose interests are in China, and its pages will save the public from making many mistakes and the Post Office the answering of many questions.

The first half of the Guide contains all rules affecting postal practice and tariffs, regulations governing the various categories of mail matter, insurance, express, money order and parcels, etc.

The second part consists of a very comprehensive list of all Post Offices in China—in Chinese and English—arranged alphabetically in English for easy reference.

The nomenclature used in this list is the standardised romanisation of place names in China and adopted by many Railway Companies, the Telegraph Service, and the leading newspapers.

This useful and indispensable publication is sold at all Post Offices in China.

LOOK AT YOUR TONGUE

first thing in the morning. If white, or yellow and furred, you need

PINKETTES

the little sugar-coated laxatives which cure Constipation, Liverishness, Biliousness, Sick Head-aches, foul-smelling breath.

Of chemists, also 60 cents the phial, post free, from Dr. Williams' Medicine Co., 98 Eschenau Road, Shanghai.

There is a notable change in the character of the morning invasion as the hour advances. The majority of the girls in the seven o'clock crowd are young and pale and poorly dressed. Their skirts are skimpy, and there is little attempt at finery. They carry their mid-day meal in a brown paper parcel, and many of them have a well-worn paper-covered sixpenny novel under their arm.

At eight o'clock there is an appreciable difference in the type of invading femininity. The girls are older. Many of them are young women and women who are not so young. They are fairly well dressed, and they carry their provisions for the day in an attaché case.

Many of them have a novel in volume form under their arm, and some have brought flowers from the garden, it may be to adorn their office desk, or it may be as friendship's offering to a fellow employee of the other sex.

At 9 o'clock the young women who flow in graceful streams along the City ways are quite daintily and fashionably dressed. They wear silk blouses and carry vanity bags. They do not carry brown paper parcels or sandwich their food in attaché cases. Their salaries permit them to lunch at a restaurant.

In the 9 o'clock crowd there are many more men than there were at the earlier hours.

By 10 o'clock the City and the West-end are wide awake. Londoners are up and out, and the great world of London is at work to win the war.

You have only to watch the awakening of London to understand how great and glorious a part women are playing in the world's fight for Freedom. From east and west and north and south since the earliest hours of the newborn day a noble army of women has been spreading itself over the capital to be the working bees in the great hives of industry connected with the war, to take the place of men in all the industrial, commercial and clerical occupations.

It is small wonder that our hearts are filled with pride when we realise how great an Imperial asset woman-power has proved itself to be in the Empire's hour of need.

A LEAGUE OF NATIONS.

Immediate Beginning by the Allies.

Mr. George Barnes, speaking at Dartford recently, said that he had already proposed that a conference of the Allies should be called for the purpose of inaugurating a league of nations. It had been stated that he had meant that conference to be one for the discussion of peace terms to end the present war. It had even been suggested that he had been put up for that purpose. He was sorry that such an interpretation had been put upon his words. He had meant just exactly what he had said, and no more, and he had said it on his own responsibility and without any special authority. He was not there to talk peace when there could be no peace, and he remained as convinced as ever that the defeat of the German attempt to dominate Europe was the indispensable preliminary to the beginning of any lasting and just peace. (Cheers.)

The only way to such a peace was, he believed, through a league or family of nations, being bound together in such a way as to secure it, and the reason why he advocated such a league now was because he believed that a beginning must be made before the war ends, or otherwise, in the first flush of peace, the world would fail through sheer exhaustion to make proper provision for the maintenance of peace.

He proposed a league of all nations, binding all Powers to submit disputes to a tribunal and to apply an economic boycott, or in the last resource international force, against any Power which should in future break the peace. He would be satisfied if the League of Nations was formed now by the Entente Powers, providing it left the door open for any Power subsequently to enter it. The inclusion of Germany should not be regarded as a favour to Germany, but rather as something to which she should be required to subscribe. No league of nations could prevent war if it did not include all nations.

He also advocated the lessening of armaments, and for the world's safety there should be an agreement among the nations to eliminate the element of private profit from the manufacture of armaments.

He was, however, more concerned about the first step, and as a practical proposal he put forward first the idea of an International Conference, with representatives of organized democracy as well as those of Governments, to discuss the terms upon which all nations should come together for the common good; or, alternatively, if officialdom was too firmly entrenched to admit of the co-operation of non-official elements, he urged that Allied Governments should be pressed to take practical action themselves. They should be urged to form themselves into a common defensive alliance, which would be but an extended application of the principle which bound together the elements of the British Empire. The agreement should be a common defensive treaty for arbitration, and a pooling of the resources of the Allies for the coming peace reconstruction, so elastic that any nation might enter in which gave the necessary guarantee for their faithful observance.

He could not but think that the facing of Germany with an accomplished fact of this kind might induce her to reconsider her position, and might even stimulate the German people to free themselves from their present taskmasters. Germans might now think the alliance against them a mere rope of sand. They might hope for further defections, following that of Russia. It is all, therefore, in the interests of the prosecution of the war, as well as for the safeguarding of the coming peace, that Germany should be faced with a more solidly compacted alliance of the peoples who are now fighting for the freedom of the world.

The supreme War Council might be an embryonic Parliament of man, just as the Imperial War Cabinet now sits daily in Downing Street world, he believed, prove to be the germ of a representative authority which would yet manage the affairs of

the British Empire. He urged a beginning being made now. (Cheers.)

The Archbishop of Canterbury, who presided, mentioned that 44 years ago, when he was curate of Dartford, he and a number of persons got into touch with men like Maudsley, Broadhurst, Bart, and others in trying to get people to understand the same high ideals for which we were now fighting.

DAIRY FARM NEWS.

JUNKET

Cannot be excelled with tinned or fresh stewed fruit.

COULOMMIER CHEESE. COTTAGE CHEESE

NOURISHING & IDEAL FOOD.

DEVONSHIRE CREAM

CAN ALWAYS BE HAD.

WE SUPPLY JUNKET TABLET ON APPLICATION.

SOUTH CHINA AFFAIRS.

Some interesting Protests.

The Canton Intelligence Bureau issues the following:—

The National Assembly of the Republic of China, now meeting in regular session in Canton according to the Provisional Constitution, is daily receiving petitions from peoples of different provinces asking action to be taken against the reckless and unlawful measures of the Peking Government.

The Provincial Assembly of Kiangsu has requested that notice be given immediately repudiating the loans contracted by the Peking Government with foreigners, contrary to law and without the approval of the National Assembly.

The Provincial Assembly, the Educational Association, and the General Chamber of Commerce of Hsinking have communicated with Canton protesting against the use of the forests of that province as security for loans contracted by the Peking Government.

The pocket assembly to be opened in Peking with members packed by the militarists is not only improper and illegal but also does not even represent the very provinces the Military Governors are now controlling. Communications are being received from leading citizens all over China denouncing the right of the Peking Government to organise a legislative body according to its selfish desire and questioning the power of Military Governors, or Tschouan, to offer the Presidency of the Republic to whomsoever they please.

The pocket assembly to be opened in Peking with members packed by the militarists is not only improper and illegal but also does not even represent the very provinces the Military Governors are now controlling. Communications are being received from leading citizens all over China denouncing the right of the Peking Government to organise a legislative body according to its selfish desire and questioning the power of Military Governors, or Tschouan, to offer the Presidency of the Republic to whomsoever they please.

LEGISLATIVE COUNCIL.

The Legislative Council meets on Thursday, the business including the following:—

Regulations under Section 3 of the Legal Practitioners Ordinances, 1871 and 1913.

First reading of a Bill initiated An Ordinance to authorize the Appropriation of a Supplementary Sum of Two million seven hundred and fifty-two thousand one hundred and fifty-two Dollars and fifty-eight Cents to defray the Charges of the year 1917.

First reading of a Bill initiated An Ordinance to modify and to add to the provisions of the Copyright Act, 1911, in its application to the Colony of Hongkong.

First reading of a Bill initiated An Ordinance to repeal the Anglo-Portuguese Commercial Treaty Ordinance, 1917.

First reading of a Bill initiated An Ordinance to amend the Opium Ordinance, 1914, and the Opium Ordinance, 1917.

First reading of a Bill initiated An Ordinance to amend the Regulation of Chinese Ordinance, 1888.

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First reading of a Bill initiated An Ordinance

SHIPPING

P.&O.S.N.CO.

ROYAL MAIL SERVICE.

VESSELS despatched to the Undermentioned PORTS

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COLOMBO, PORT SAID & MARSEILLES.

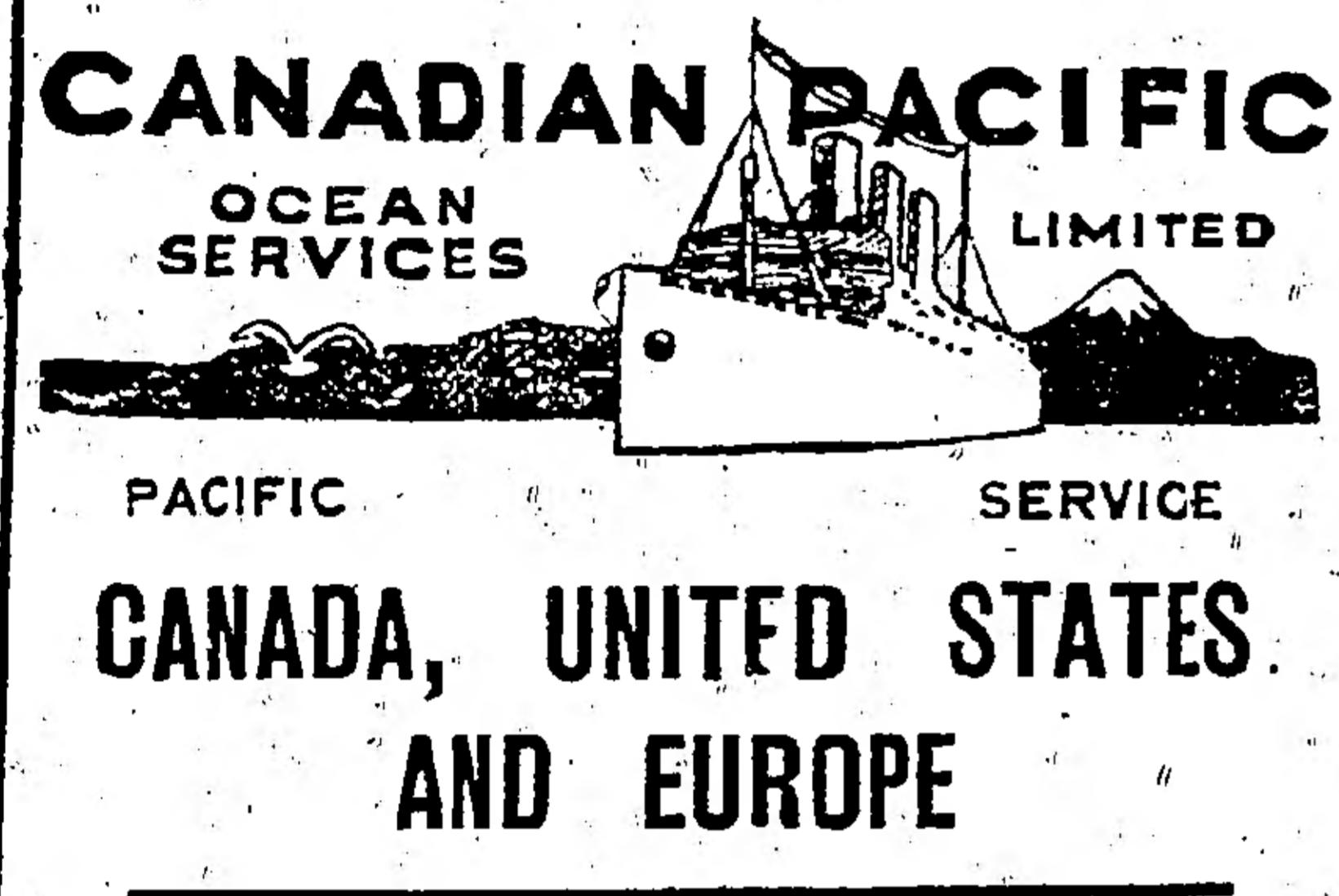
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LONDON VIA SINGAPORE, PENANG, COLOMBO,
BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG,
COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS.

For PASSAGE RATES, HAND-BOOKS,
FREIGHTS, DATES OF SAILING, ETC., apply to:P. & O. S. N. Co.'s office
Hongkong, 1st April, 1918.P. L. Knight,
Acting Superintendent.

— SAILING ON OR ABOUT —

Empress of Japan 11th Sept. Key West 30th Nov.
Key West 12th Sept. Montague 7th Dec.
Montague 1st Oct. Empress of Japan 1st Jan.
Empress of Japan 6th Nov. Key West 26th Jan.

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Regular Mail, Passenger and Freight Services.
Excellent Accommodation. Moderate Rates.

For particulars regarding passage fares, sailing and reservation of accommodation, also
names and addresses of travel and descriptive literature
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GENERAL AGENT, PASSENGER DEPARTMENT,
Phone 732.

J. M. WALLACE,
GENERAL AGENT,
HONGKONG.

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Regular Service Between
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The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Sept. 24, 1917. Agents

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA," and "COLOMBIA,"
14,000 tons Each.Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable Route to America and Europe.

Sailings from Hongkong at noon.

s.s. "ECUADOR" Aug. 16th at noon.
s.s. "COLOMBIA" Sept. 11th.
s.s. "VENEZUELA" Oct. 9th.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the arrangement on passengers cannot be surpassed.

Tickets are interchangeable with the Toyen Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc., apply to:

Company's Office in ALEXANDRA BUILDING,

Telephone No. 141.

Chater Road.

SHIPPING

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"Inaba Maru" 12,500 "Iyo Maru" 12,330	SAT. 17th TUE. 11 a.m. WED. 4th Sept. at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	"Tango Maru" 18,500 "Nikko Maru" 9,500	SATUR. 17th Aug. at 11 a.m. SAT. 14th Sept. at 11 a.m.
SHANGHAI, MOJI & KOBE		

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, MELBOURNE, NEW YORK, BOMBAY AND CALCUTTA.

RANGOON, CALCUTTA, MANCALA & RANGOON.

OMMING Shanghai &/or Moji.

Wireless Telegraphy.

For date of sailing apply at the Company's Office.

HONGKONG-VICTORIA, B.C.-SEATTLE VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU AND TOKOHAMA.

Operated by the magnificient and splendidly equipped passenger steamers "Fushimi Maru," "Kishima Maru," & "Kaiun Maru," each of over 21,000 tons displacement.

Sailings from Hongkong.

Suwa Maru FRI. 16th Aug. at 11 a.m.

Fushimi Maru WED. 11th Sept. at 11 a.m.

For further information apply to

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong. Subject to change without notice.

Steamer: Tons. Leave Hongkong.
KOREA MARU 22,000 15th Aug.
SIBERIA MARU 20,000 24th Aug.
TERYO MARU 22,000 8th Sept.
SHINYO MARU 22,000 2nd Oct.

Sailings are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Steamship Co.

Steamer may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailing, etc., apply to:

T. DAICO, Manager.

Telephone Nos. 2374 & 2375.

KING'S BUILDINGS.

JAVA PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN.Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.
Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without notice.

Sailing from Hongkong to San Francisco.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points

in the United States of America and Canada.

For particulars of Freight and Passage, apply to:

JAPAN-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

(44,000 tons, American Registry) (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"

August 31st.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,

Prince's Buildings, Ice House Street, Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & SOUTHERN

UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

THE BANK LINE, LTD.,

General Agents.

or to REILLY & CO., Canton.

Hongkong, Jan. 2, 1917.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

SHANGHAI Suiyang 17th Aug. at 11 a.m.

SHANGHAI Kaiyong 18th Aug. at 11 a.m.

SHANGHAI Sungkang 20th Aug. at noon.

TIENTIN Hui Chow 21st Aug. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 35.

Hongkong Aug. 14, 1918.

SONGKEE INCHIANG
SHIPPING NEWS.

The World's Tonnage.

According to a report of the Japanese Department of Finance the total tonnage of the world stands at 11,837,553 tons. Ships under construction stand at 6,668,275 tons, while the tonnage captured from enemy countries is 2,589,000 tons. Of the tonnage lost 60 per cent. belongs to the British flag.

Suez Canal Dividend.

At a meeting of the Suez Canal shareholders the dividend for 1917 of 77fr. gross and 65fr. nett was approved. M. Derville presided in the absence of the president, M. Jonnart, from whom a letter was read stating that the surtax of 2.25 fr. per ton and the suppression of the special tariff of 2.50fr. per ton would be maintained after the war.

U. S. Shipping Proposals.

Mr. Hurley, Chairman of the United States Shipping Board, in the course of address at South Bend, Indiana, referring to after-the-war plans, said:—If the programme is entirely successful, the United States will be in a position by 1920 to establish a weekly passenger service between New York, both on the west and the east coast of South America, and the Central American Republics. Trade requirements of Russia and China will probably also be met.

Falmouth Docks Purchased.

The Falmouth Docks undertaking has been purchased by the Federal Co., which is part of the combine of the Peninsular and Oriental Co., the British India Co., the New Zealand Shipping Co., the Union of New Zealand Co., Hain and Co., and Messrs. Glover Brothers. The Peninsular and Oriental Steamship Company have acquired the whole of the dry docks and workshops at Falmouth, and propose to extend them and bring them up to date, so Lord Inches informed a "Daily Chronicle" representative. Falmouth Harbour is the first to be reached by ships from the West, and large quantities of foodstuffs might have been saved to the nation if the docks had been capable of dealing with the cargoes of the vessels which arrived there safely during the war.

Japanese Shipping for America.

Washington, July 17.—In addition to thirty steel cargo ships the contracts for which have been awarded to Japan and the four awarded to China, the Shipping Board has already chartered 150,000 tons of shipping from Japan and have purchased another 1,700 tons. Some of these ships will be equipped with guns and gun crews and will be run immediately into the overseas service, carrying men and supplies to France. Others will be used for coastwise and for South American trade. The total tonnage now contracted for with Japanese shipbuilders is 380,000 tons including 45,000 cargo carriers. The cost of this shipping is approximately \$78,000,000. The Japanese yards to which the contracts have been awarded and the number which they will build is as follows: seven at Osaka; five at Kobe; two at Tokyo; three at Yokohama; two at Kawasaki and two at another port.

Government Control of Shipping.

Since the Government promulgated the Wartime Shipping Control Act, which prohibits the sale or charter of Japanese vessels to foreigners without permission of the Government, it has been understood that this prohibition is to be absolutely carried out, says the "Japan Chronicle." As a matter of fact, there have practically been no Japanese vessels sold to foreigners for several months past. As already noted, however, it is reported that the Kibi-maru VIII, 1,319 tons, of the Toyosaki Kisen Kaisha, has been sold to a certain French Company by permission of the Government. Particulars of this deal are kept secret, and it is said that Government permission was obtained in advance before the Shipping Control Act was promulgated. It is also reported that a steamer of 3,000 tons under construction at the Uraga Dockyard has been sold to France, and is to be delivered in a few months. This makes it appear that it is not absolutely impossible to obtain permission for the sale of steamers to foreigners, and in view of the fact that the two steamers mentioned are comparatively small, there are rumours that applications for permission will be more favourable considered in regard to small vessels than ocean-going steamers.

AMERICAN EXPRESS COMPANY.

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IMPORTANT NOTICE.

To Owners, Captains & Engineers of all Ships Trading to Saigon.

SHOULD YOU REQUIRE PAIRS, DECK OR ENGINE ROOM OR ANY KIND OF STORES, PLEASE CONSULT US.

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ALL AND EVERY KIND OF REPAIRS EXECUTED
ON SHORTEST NOTICE, REPAIRS AND TIME
GUARANTEED. PRICES MODERATE.

BRITISH ENGINEER SUPERVISING.
DOCKING CAN BE ARRANGED.

PLEASE GIVE US A TRIAL.

NO JOB TOO SMALL OR TOO LARGE FOR US TO UNDERTAKE. IN THE EVENT OF OFFICE BEING CLOSED PLEASE APPLY TO MANAGER'S PRIVATE RESIDENCE, 115 RUE PAUL BLOCHY.

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SINGAPORE, MANILA, HONGKONG, JAPAN and HONOLULU
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Steamers tons Sailings
To SAN FRANCISCO ORANIE 8,000 23rd Aug. 1918.
WILLIS 8,000 14th Sept.
REMBRANDT 10,000 28th Sept.

These superior passenger-steamers have excellent accommodation for first and second class cabin passengers.

For further particulars apply to:

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TELEPHONE 1574-1575-1576.

NOTICE.

WATER RETURN.

Level and Storage of water in Reservoirs on Aug. 1, 1918.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

Level of water in Reservoirs on Aug. 1, 1918.

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WAR AND DIPLOMACY.

Speech by Mr. Thomas, M.P.

Mr. J. H. Thomas, general secretary of the National Union of Railways, speaking recently at Edinburgh, said there were certain characteristics which had gone a long way to weaken our position both at home and abroad. The efforts of this country were unfairly represented.

"The slanders and libels upon our public men," he continued, "have reached a stage where Labour must in defence of its own position express an opinion. There are many of us who believe that our movement is destined to play a great part in the world's future, but in the great fight to secure that position we must recognise that our weapons should be clean, that slanders, misrepresentation, and intrigue must never be made a substitute for fair and legitimate criticism, and that public men and public life must be protected from those whose methods are as mean as they are ineffective and shallow." (Cheers.) The unfortunate tendency to belittle the great contribution this country had made in the war had, in his judgment, produced most unfortunate results. The position at this moment was undoubtedly very serious, but a frank recognition of the facts would help rather than hinder. It was a commonplace to say that everybody wanted peace, but we wanted something more than peace, namely security for the future. Those who were shouting for war when others were doing the fighting, and now squirmed when asked to play their part, did not represent the backbone of the country.

Our cause was what it was four years ago—not territory, not conquest, but the destruction of militarism, more necessary to-day than ever. It was for that reason that he favoured the Stockholm Conference. It was for that reason he still thought that Labour must fight and must insist upon meeting the workers of the world face to face. This was the only way of ensuring an open peace. If such revelations as the Emperor Carl's letter and the movements of statesmen such as General Smuts meant negotiation with the enemy, that right must not be denied to the workers. Although the responsibility for making peace must always rest with the Government, surely any effort that would lead towards peace, instead of being regarded as a crime, should be welcomed.

It was not that Labour desired to admit the principle of German militarism. Labour believed our cause was good, and that, regardless of setbacks, it would triumph; but Labour kept in mind the fact that if the military effort could be supplemented by diplomatic effort it must be done. (Cheers.)

CANTON NEWS.

Our Canton correspondent writes as follows:—

Lung's Troops Flee.

A report states that most of Lung's soldiers have fled from Kingchow. So far over 300 men with arms have been captured by the patrol boats.

Lung's Brother.

A report from Chan King-ming states that Lung Yu-kwong (brother of Lung Chai-kwong) has arrived at Foochow from Shanghai, and, after consulting with the Tuchan there, left for Kingchow. The Authority is now trying to capture him.

The Floods.

The benevolent societies have received a great many letters from the San Sui and Nan Hoi districts requesting urgent relief for the sufferers by the floods. The latest report from Wusow states that the streets near the banks are submerged in eight feet of water, and the tradesmen have to carry on their business on the first floor. Small boats are for used traffic purposes.

Collapse Precautions.

In view of the recent collapses in Hongkong, on account of the rains, the Superintendent of Police has ordered the police to report on any walls that are in a dangerous condition and he will order the same to be pulled down.

SALVING MERCHANTMEN.

Important Admiralty Work.

Besides organising convoys of our mercantile marine and affording protection by means of aeroplanes, airships, torpedo-boats, destroyers, trawlers, and other auxiliary craft, the Admiralty has also played an important part in salvaging vessels which have been torpedoed and sunk.

The importance of this branch of the service, undertaken by the salvage section of the Admiralty, can readily be realised from the fact that since October, 1915, some 400 ships of over 1,200 tons each have been salvaged and taken to repairing yards, where they have been refitted and put into commission. One of the latest pieces of salvage by this department was a large cargo ship which, while bringing to England food-stuffs, machinery, wool, &c., to the value of over £3,000,000, was torpedoed and sunk in some ten fathoms of water.

Thanks to the skill of the salvage experts the bulk of the cargo, with the exception of a quantity of meat, was saved. The ship was raised and taken into port, and she is now carrying on once more her useful work. It should be borne in mind that this salvage of merchantmen is carried on by the section in addition to the duties which it has to render, fortunately not frequently, to the navy itself.

The exigencies of the war brought into being the organisation of the Salvage Section at Whitehall, and it is now the largest concern of its kind in existence. The extension of the work of the section entailed the grouping together of the various salvage firms and organisations in the United Kingdom, the expansion of the mechanical appliances, and the institution of methods of salvage which before the war were matters of theory only.

It can be readily understood that salvage operations are often conducted under very hazardous conditions. A salvage ship has itself been attacked and sunk by a submarine. Work which has to be done is sometimes swept away by a single heavy sea. One of the greatest losses which the men have had to contend with has been the accumulation of gas in the holds of sunken vessels due to decomposed vegetable matter, decayed meat, &c., and our men in the course of the salvage operations have sometimes lost their lives.

In one particular case four men were overcome by gas. The gases caused by grain gave a lot of trouble, for grain develops sulphurated hydrogen, which causes semi-blindness and violent sickness and turns everything a leaden colour. A chemist has, however, made an extraordinary discovery during the war which kills immediately these gases, and we are now able to carry on the work freely as soon as the presence of the gases has been discovered and the rotting cargoes have been sprayed with the preparation.

One of the most exciting pieces of salvage work concerned a large oil tanker which caught fire after being torpedoed. The vessel blazed like a furnace, and huge clouds of benzine smoke swept the sea, making it difficult for rescue tug and salvage craft to approach the ship in order to endeavour to put out the fire. Eventually it was decided to tow her as far in shore as possible, and after successfully getting several wire hawsers on board, under most trying conditions this was done. Still it was impossible to deal with the fire. As soon as the ship had reached shallow water forty shots were fired below the water-line and she sank, with the result that the flames were extinguished. The salvage section got to work, and not only raised the vessel but also succeeded in saving part of the valuable cargo.

There is no doubt that salvage operations have been undertaken, and in the majority of cases carried out successfully, that would never have been attempted in pre-war time. The increasing shortage has materially contributed to this, as greater risks have had to be taken with regard to plant and the enhanced value of ships has permitted a greater

THE ENEMY'S FOOD SUPPLY.

Critical Months.

The latest evidence tends to show that the food situation in Germany, as is usual at this time of year, is becoming more critical, says the *Manchester Guardian*. In each year of the war the last three months before harvest have been a time of anxiety and of much stretching of a very little food, and now, even with the additional crops from occupied territory, the larger towns of the Fatherland seem likely to face scarcity and very meagre rations. It is authoritatively stated that the harvest prospects are bad.

The long-delayed reduction of the flour ration from 7 to 5½ ounces, which is only now being made, was due to the false hopes entertained of relief from the Ukraine. No Government care to run the dangerous risk of diminishing the breadration of people already brought to a bare minimum by means of patching, pumping, and the lightening of the ship ultimately go off. The salvors employed a number of tugs, lighters, and men in the course of the operations, which lasted from the morning of March 7th until the evening of March 23rd, 1917. The value of the salvaged property was £364,380, and that of the salvaging plant employed £210,500. As before stated, the President in the court below awarded the plaintiff, £27,000, and from this decision the defendants now appealed upon the ground that this amount was grossly excessive.

Mr. Batason, K.C., and Mr. Dunces (instructed by Messrs. Walton & Co., Leadenhall-street, London) appeared in support of the appeal; and Mr. Leing, K.C., and Mr. Noad (instructed by Messrs. Wm. A. Ormsby and Son, Leadenhall-street, London) for the respondents.

Lord Justice Pickford, in the

IMPORTANT SHIPPING ACTION.

Heavy Salvage Award Reduced.

The hearing was concluded recently in the Court of Appeal, composed of Lord Justices Pickford, Banks, and Warington (sitting with nautical assessors) of the case of M. H. Bland and Co. v. Eric Sirisene Basingo Enterprise v. the owners of the steamship Sindora, her cargo and freight, upon the appeal of the defendants from the judgment of the President of the Probate and Admiralty Division awarding the plaintiffs £27,000 for salvage services rendered.

It appeared that the first plaintiffs, M. H. Bland and Co., are an English company, and the second defendants a Danish company, and that they work in conjunction together in performing salvage operations at Gibraltar. The passenger liner Sindora, of over 5,000 tons, laden with a valuable cargo, was in March, 1917, stranded at Punta Mala, in the Bay of Gibraltar, where she sustained considerable damage. She went ashore in very heavy weather, sustaining considerable damage. When the weather had moderated the plaintiff went to her assistance, and while there remained any chance of substantial help from occupied territory, the enemy craft, in which two enemy seaplanes were riddled with shot and crashed into the sea, one bursting into flames just before it reached the water. A British seaplane was damaged, and eventually landed in Vleland.

During the fight two hostile seaplanes were detached from the main body, and an exciting duel followed, in the course of which one of our assistant pilots was shot through the head and died instantaneously. The pilot nose-dived immediately, and put up a running fight from the stern with seven machines, and eventually succeeded in forcing them to break off the pursuit. While he was climbing again to pick up the other British machines the petrol pipe on this seaplane also broke, necessitating a landing when ten miles off the Dutch coast. Thanks to the facility in effecting the repair by the engineer air mechanic, the seaplane was able to resume its flight within ten minutes, and joined two of the other British seaplanes. A further search for the enemy proved fruitless, and our craft then returned to their base. It subsequently transpired that the British machine which had had a breakdown two hours before the battle was destroyed by its own crew after it had reached Dutch waters, and that the crew swam ashore. The crews of both British seaplanes are now interned in Holland.

SEAPLANES IN NORTH SEA.

Exploits by British Airmen.

From recent details to hand of the serial activity in the North Sea it appears that these encounters have been of a most exciting character, and that our airmen have more than held their own, says the *Manchester Guardian*.

On the afternoon of June 4 five British seaplanes set out from an east coast base for patrol purposes, and for three hours failed to encounter any hostile craft. Some distance off Terschelling one of the seaplanes was forced to descend to the water owing to a broken petrol pipe. Half an hour later ten hostile seaplanes were seen coming in the direction of our craft, which immediately went forward to give action. A sharp fight ensued between our four machines and the ten enemy craft, in which two enemy seaplanes were riddled with shot and crashed into the sea, one bursting into flames just before it reached the water. A British seaplane was damaged, and eventually landed in Vleland.

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Lord Justice Pickford, in the course of his judgment, allowing the appeal, said the appeal was from a decision of the President awarding a sum of salvage of £27,000. The value of the salvaged property was very large, of course. Values had gone up enormously of late years, and especially the value of ships. The value of the defendants' property was £364,380, and the value of the salvaging property was also very large—£210,500. That, however, was not very material unless it was exposed to considerable risk, or with the exception, of course, of the amount of money sunk in the plant and the salvaging operation. The services were rendered in three circumstances. The Lindera, the salved ship, had gone ashore, and had been very considerably damaged, and as long as bad weather lasted was likely to be more considerably damaged as long as she remained on the rocks, and, of course, the cargo was in danger also. When the salvage operations began the worst of the weather was over. But still the vessel was exposed to a substantial amount of further damage if she had been allowed to remain on the rocks, and still more so if bad weather came on again. Both the plaintiff companies worked in the presence of the enemy.

All the craft engaged in this

operation, with the exception of one, was which the property of Messrs. Bland and Co.

They hired lighters from other people, and a considerable number of lighters were used. He (the Lord Justice) agreed that special salvage plant should be treated liberally. The learned President had awarded £27,000 to the plaintiffs. Their expenses were about £3,900 so far as they knew. In addition to that the President had given £21,000. He agreed with the construction the President had put on the allegations in the statement of claim, but he thought the learned judge had awarded the plaintiffs too much for the services they had rendered, having regard to the circumstances. He thought the award should not be for £27,000, but

SUGAR BROKING FIRM WOUND UP.

C. Happach and Co., Ltd.

In the Chancery Division recently, the Board of Trade petitioned under the Trading with the Enemy (Amendment) Act, 1916, before Mr. Justice Younger, for the winding up of the company of C. Happach and Co., Ltd., sugar brokers, the business having already been wound up under their order. Mr. Rouse, a substitute director of the company, appeared for Mr. Rouse.

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THE WANCHAN MURDER.

Cook-Boy Charged this Afternoon.

At the Magistracy this afternoon, before Mr. E. D. C. Wolfe, Luk Chi, a cook-boy, was charged with the murder of an amah employed by Mrs. B. W. Bradbury. Inspector Sim prosecuted and Mr. P. W. Goldring appeared for the defence.

Mr. H. Macfarlane gave evidence to the effect that on July 29, he received from Chinese detective No. 185 one knife, one jacket and one pair of trousers. There was human blood on these articles.

Sergt. "Kid" Marrott, of the Naval Police, gave evidence of defendant's arrest, saying that a little boy named Hassland informed him that a murder was being committed at Mrs. Bradbury's house. He was at that time outside the Naval Ordinance gate. He went up to the place immediately and had defendant arrested, and handed over to the Police.

Master A. J. Hassland, nine years of age, then gave evidence. He said that on the day of the murder he was playing at the back of No. 5 East Block, when he heard the cry "Save Life!" in Chinese. He knew that the shouts came from Mrs. Bradbury house. He immediately ran down to Queen's Road with the intention of seeking police aid. When he went down he met Sergt. Marrott, and informed him of the occurrence. He then saw Sergt. Marrott going up to the place. He (witness) went back to his house and went to the verandah, where he saw the boy, the amah and a lady named Mrs. Brock. The case is proceeding.

THE TAI O TRAGEDY.

At the Police Court this afternoon, before Mr. J. B. Wood, two Indian sergeants, B144 and B152, were charged on remand with the murder of a Chinese man on the morning of July 17th at Tai O.

Mr. T. H. King, A. S. P., prosecuted and Mr. E. E. Bellis (instructed by Mr. J. B. Gardiner) appeared for the defence.

The evidence given by Chan Fook, and Ho Ching at the inquiry was repeated by the two witnesses.

Cross-examined by Mr. Bellis, Ho Ching said that he did not see the two Indian Sergeants running after him at Tai O.

The case is proceeding.

Kailan Output.

The total output of the Kailan Mining Administration's mines for the week ending July 27 amounted to 62,413 tons and the sales during the period to 56,275 tons.

TO-DAY'S ADVERTISEMENT.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on SATURDAY, the 17th August, 1918,

commencing at 11 a.m. at his Auction Rooms, in Duddell Street,

17 cases Sherry
30 " Toilet Soap
2 " Knife Powder
5 " Disinfectant

On view from day of sale

Terms—Cash on delivery.

GEO. P. LAMMERT,

MARKET PRICES

Hongkong, June 13, 1918.

BUTCHER MEAT.

	Ota.	Ota.
Beef Sirloin—Mei Long Pa	24	24
" Prime Cut	24	24
" Corned—Ham Ngau Yuk	24	24
" Roast—Shiu	20	20
" Breast—Ngau Nam	20	20
" Soup—Tong Yuk	24	24
" Steak—Ngau Yuk Pa	30	30
" de—Sirloin—Ngau Lao	126	126
" Sausages—Ngau Cheung	10	10
Bullock's Brains—No.	per set 10	each 50
" Tongue, fresh—Ngau Li	80	80
" corned—Ham Ngau Li	1.00	1.00
" Head—Ngau Tau	13	13
" Heart—Ngau Sum	20	20
" Hump, Salt—Ngau Kin	each 10	each 10
" Feet—Ngau Keuk	10	10
" Kidneys—Ngau Yiu	20	20
" Tail—Ngau Mei	13	13
" Liver—Ngau Kon	6	6
" Tripe (undressed)—Ngau To	1.00	1.00
Calved Head & Feet—Ngau-tai-tai-keuk	set 1.00	set 1.00
Mutton Chop—Young Pei Kwat	28	28
" Leg—Young Pei	28	28
" Shoulder—Young Shan	26	26
" Saddle—Young On Yik	29	29
Pigs Chittlings—Chu Chong	4	4
" Brains—Chu No	per set 3	per set 3
" Feet—Chu Keuk	14	14
" Eye—Chu Chap	20	20
" Head—Chu Tau	18	18
" Heart—Chu Sam	10	10
" Kidneys—Chu Yiu	10	10
" Liver—Chu Kon	30	30
Pork, Chop—Chu Pei Kwat	24	24
" Leg—Chu Pei	28	28
" Liver	28	28
" Fat or Lard—Oho Yau	21	21
Sheep's Head and Feet—Young Tau Keuk	set 65	set 65
" Heart—Young Sam	9	9
" Kidneys—Young Yiu	13	13
" Liver—Young Kon	28	28
Stocking Pigs, to order—Chu Tsoi	21	21
Swat, Eat—Shang Ngau Yau	26	26
Mutton—Shang Yeung Yau	26	26
Veal—Ngau Tsai Yuk	20	20
Sausages—Ngau Tsai Cheung	No. 1	20

WISH!

食肉

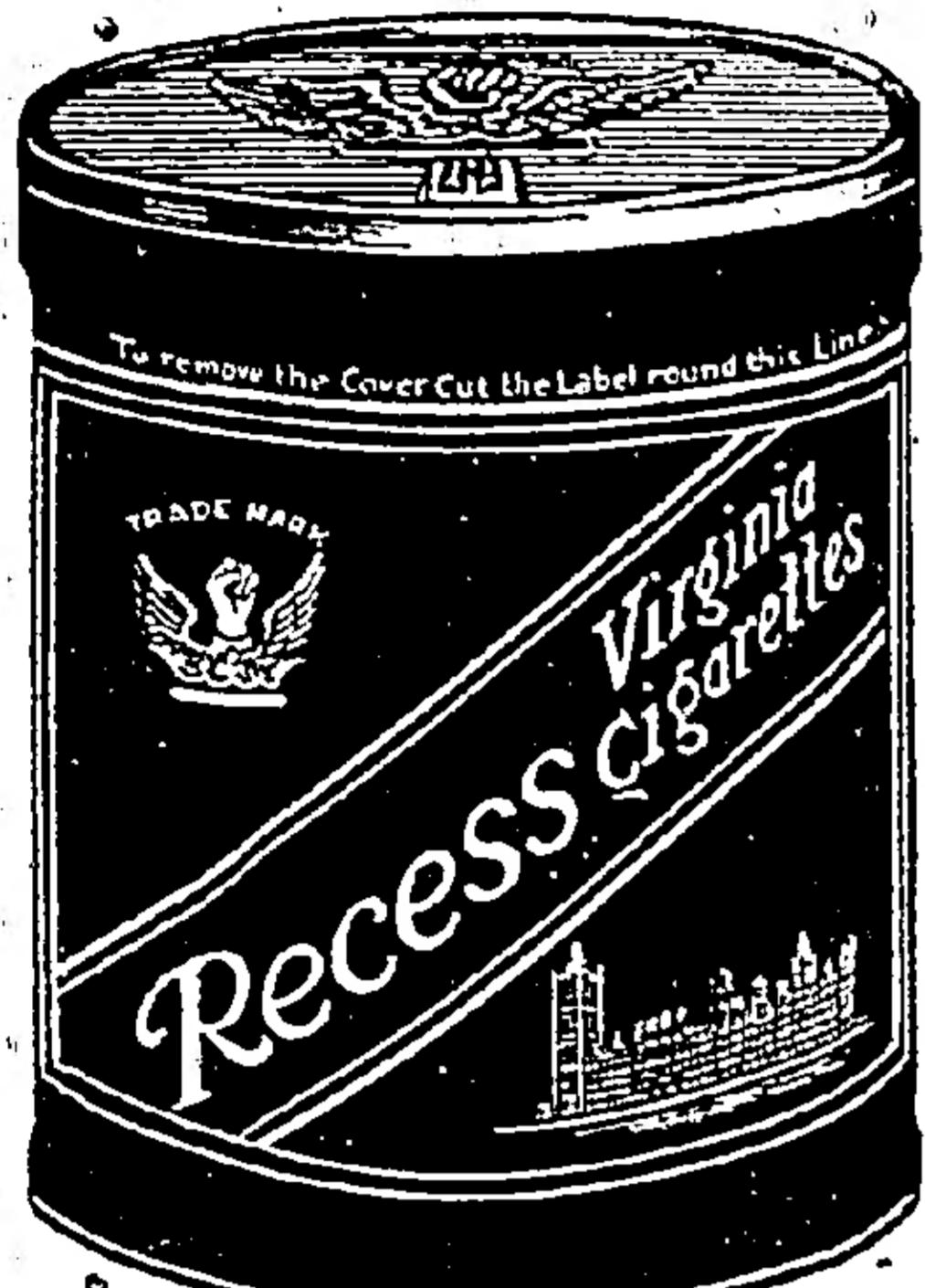
扒龍尾

肉牛

RECESS NO. 44.

VIRGINIAN CIGARETTES

A
Large Size
Cigarette.



Packed in
Air-tight
Tins of 50
Cigarettes.

Manufactured
by



This Advertisement is issued by Westminster Tobacco Co. Ltd.

THE BRUTAL AUSTRIANS.

Treatment of British, Mercantile
Marines.

The experiences of a British
captain show that the Austrians
in treatment of our Mercantile
Marines is no better than that
which our men have received
at the hands of the Germans.

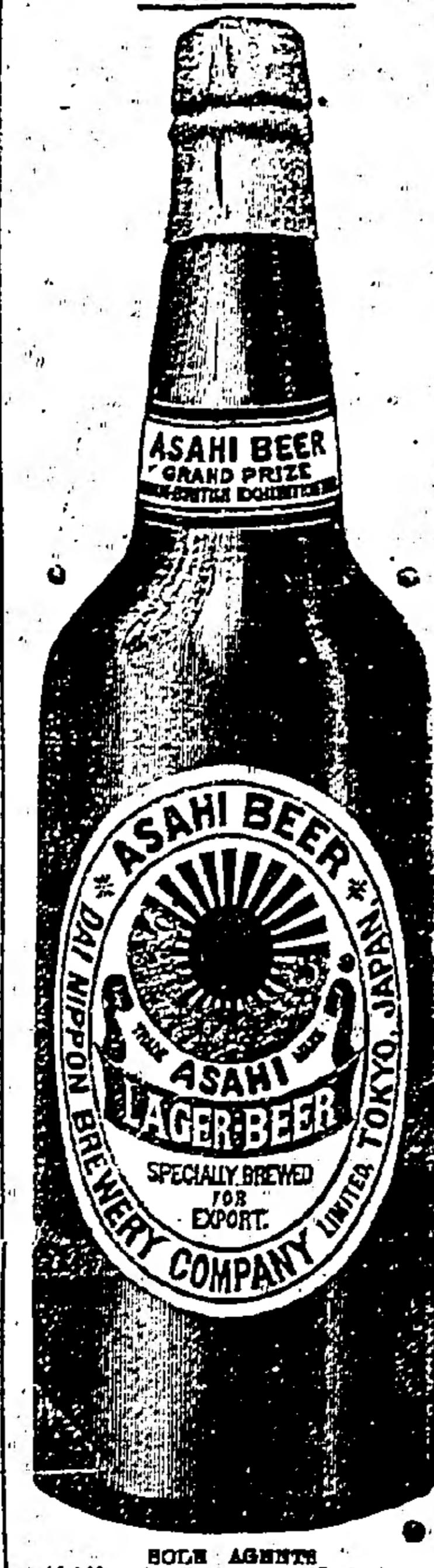
The captain's vessel while
homeward bound was torpedoed
without warning early one
April morning last year off
the Italian coast by a German
submarine. The third engineer
and two firemen, all British
vessels, were killed by the explosion,
from meat Cattaro. Those masters
and Officers who had the mis-
fortune to be sunk in the
Mediterranean will never
forget the brutal treatment
to which we were sub-
jected by the Austrians, being
hungered and degraded until
we got out of the country. An
improvement took place in Ger-
many as far as treatment was
concerned. We all had to go
through the same treatment until
our food parcels came from home.
I was seven days in the train from
Cattaro to Orefeld, and given
two loaves of black bread for the
journey, one of which I used as a
pillow - whilst lying in the corridor
of the train for three days and
nights out of the seven."

The captain adds: "My happy
relief from Germany was quite
unexpected for, considering there
were 105 officers in camp, only
eight of us were permitted to have
our freedom. Some of the officers
left behind are well on to twenty
years of age. Of our comrades
remaining some are in a very bad
way. Hundreds of prisoners in
Germany will take years to be the
most reasonable persons they
were before the war."

In the course of a statement
which he has made since his
internment in Holland he says:
"Considering that my vessel was
sunk in the dark we were very
fortunate in losing only three
men. The commander of the
submarine told me when I got on
board that he saw my vessel about
eight miles off in the moonlight.
About an hour later, when the
moon went down, he waited for
us to come along and, as he said,
did the job easily. He also said
he sank another steamer four
hours before he saw me, and that she foundered
cost of 8,000 additional houses."

NOTICES.

ASAHI BEER.



SOLE AGENTS
(Mitsui Bussan Kaisha
Telephone 2206 & 126)

A Worthy Scheme.
B. & C. Co. - adopted
a scheme for building 2000
houses in five garden suburbs
and have instructed the firm
in report on the probable
cost of 8,000 additional houses.

POST OFFICE.

The parcel post service to Cuba is suspended.
Telegraphic communication with Wag-
ian lighthouse is interrupted.

The charge for customs duty on type samples, unmanufactured tobacco not exceeding 6 ozs. in gross weight, and on samples of spirits (except for puffed spirits) not exceeding 12 ozs. in gross weight imported into the United Kingdom by post has now been increased to 15s.6d and 1s.1d respectively.

The importation by post into Japan of foreign rice, except as may be imported by the Minister of Agriculture and Commerce and the persons designated by him, is prohibited.

This prohibition is not applicable to rice imported into Taiwan (Formosa) and Karabuto (Japanese Nagasaki).

The parcel post service to the Portuguese Colonies in West Africa and to Spanish Offices in Morocco (except for Prisoners of War) is suspended.

Correspondence addressed to enemy subjects in China, Siam, Siberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

Until further notice parcels for civil addresses in the provinces of Udine, Vicenza, Treviso, and the Venetian and Belluno districts will not be accepted for transmission unless posted under the British War Office Permit.

The parcel post service to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Eritrea, French Somaliland, Italian Somaliland, Portuguese East Africa, Zambezi and Russia have been suspended.

On and after May 1st 1918, Imperial Post Orders will be cashed in India at the rate of 1/6 to the rupee.

The amount of the charge per parcel is fixed at 5 pence per day after the expiration of the period stipulated.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

No unofficial letter addressed to Abadan, Ahwaz or Mohammara in the Persian Gulf may exceed eight ounces in weight.

Information has been received from the Director General of Posts and Telegraphs, India, that on and after 1st May 1918 the Post Office, Japan, will collect a domestic charge from the addressees of parcels on which Customs duties or inland taxes are imposed in Japan, not withdrawn from the Post Office within 30 days from the date of the notice of their arrival to be sent to the addressee.

The Director General of Posts and Telegraphs, India, advises that: "The parcel post service to the Indian Civil Postal Agencies at Abu-Khasib, Amara, Bagdad, Bura, Cape, Fao, Kut, Nasiriyah, Quia-Salih, Suleymaniyah and Zibar in Mesopotamia is suspended and that piece-goods, hardware, and similar articles, except those intended for the personal use of the addressee and not for sale, cannot be sent to those offices or to Abadan, Ahwaz or Mohammara by the letter post, and that such articles if received will not be delivered and will be liable to confiscation."

Arrangements have been made for the transmission of parcels to the United Kingdom via Canada.

The rates of postage are as follows: -
Parcel not over 3 lbs ... 90 cents.
Do. 7 lbs ... \$1.30
Do. 11 lbs ... 2.70

No insurance can be effected on parcels sent by this route.

OUTWARD MAILED.

TO-MORROW.
Swatow, Amoy, Formosa via Takao - 15th Aug., 8 a.m.

Holbow and Haiphong - 15th Aug., 9 a.m.

Straits, Bangkok, Ceylon, India, Mauritius, South Africa, Lourenco Marques, Cape Town and Europe via Cape - 15th Aug., 10 a.m.

Swatow, Amoy and Foochow - 15th Aug., 1 p.m.

Japan via Nagasaki - 15th Aug., 3 p.m.

Haiphong, Saigon, S'pore, Bangkok, Ceylon, Ind-China, Dhamchak, Europe via Suez - 16th Aug., Registration 2.45 p.m. Letters 3 p.m.

Philippines Islands - 16th Aug., 3 p.m.

Shanghai and North China - 16th Aug., 5 p.m.

PHILIPPINE ISLANDS - 16th Aug., 3 p.m.

SHANGHAI AND NORTH CHINA - 16th Aug., 5 p.m.

FRIDAY, 16th August.

Formosa via Keelung, Canada, United States, Central & America and Europe via Victoria, B.C.

16th Aug., Registration 8.45 a.m. Letters 9.30 a.m.

Shanghai, N. China, Honshu, Canada, United States, Central & America and Europe via San Francisco - 16th Aug., Registration 9.45 a.m. Letters 1.30 a.m.

Philippines Islands - 16th Aug., 3 p.m.

Shanghai and North China - 16th Aug., 5 p.m.

SUNDAY, 18th August.

Shanghai, N. China, Japan via Nagasaki, S'pore, Honolulu, United States, Central & America and Europe via San Francisco - 18th Aug., Registration 9 a.m. Letters 9 a.m.

TUESDAY, 20th August.

Shanghai and North China - 20th Aug., 11 a.m.

Swatow, Amoy and Foochow - 20th Aug., 1 p.m.

WEDNESDAY, 21st August.

THURSDAY, 22nd August.

Strait, Bangkok, Ceylon, India, Aden, Egypt and Europe via Suez - 22nd Aug., Registration 3.45 a.m. Letters 10.30 a.m.

The parcel mail will be closed on Wednesday 21st August, 1 p.m.

Shanghai and North China - 22nd Aug., 2 p.m.

FRIDAY, 23rd August.

Shanghai and North China - 23rd Aug., 2 p.m.

SATURDAY, 24th August.

Shanghai and North China - 24th Aug., 2 p.m.

SUNDAY, 25th August.

Shanghai and North China - 25th Aug., 2 p.m.

MONDAY, 26th August.

Shanghai and North China - 26th Aug., 2 p.m.

TUESDAY, 27th August.

Shanghai and North China - 27th Aug., 2 p.m.

WEDNESDAY, 28th August.

Shanghai and North China - 28th Aug., 2 p.m.

THURSDAY, 29th August.

Shanghai and North China - 29th Aug., 2 p.m.

FRIDAY, 30th August.

Shanghai and North China - 30th Aug., 2 p.m.

SATURDAY, 31st August.

Shanghai and North China - 31st Aug., 2 p.m.

SUNDAY, 1st September.

Shanghai and North China - 1st Sept., 2 p.m.

MONDAY, 2nd September.

Shanghai and North China - 2nd Sept., 2 p.m.

TUESDAY, 3rd September.

Shanghai and North China - 3rd Sept., 2 p.m.

WEDNESDAY, 4th September.

Shanghai and North China - 4th Sept., 2 p.m.

THURSDAY, 5th September.

Shanghai and North China - 5th Sept., 2 p.m.

FRIDAY, 6th September.

Shanghai and North China - 6th Sept., 2 p.m.

SATURDAY, 7th September.

Shanghai and North China - 7th Sept., 2 p.m.

SUNDAY, 8th September.

Shanghai and North China - 8th Sept., 2 p.m.

MONDAY, 9th September.

Shanghai and North China - 9th Sept., 2 p.m.

TUESDAY, 10th September.

Shanghai and North China - 10th Sept., 2 p.m.

WEDNESDAY, 11th September.

Shanghai and North China - 11th Sept., 2 p.m.

THURSDAY, 12th September.

Shanghai and North China - 12th Sept., 2 p.m.

FRIDAY, 13th September.

Shanghai and North China - 13th Sept., 2 p.m.

SATURDAY, 14th September.

Shanghai and North China - 14th Sept., 2 p.m.

SUNDAY, 15th September.

Shanghai and North China - 15th Sept., 2 p.m.

MONDAY, 16th September.

Shanghai and North China - 16th Sept., 2 p.m.

TUESDAY, 17th September.

Shanghai and North China - 17th Sept., 2 p.m.

WEDNESDAY, 18th September.

Shanghai and North China - 18th Sept., 2 p.m.

THURSDAY, 19th September.

Shanghai and North China - 19th Sept., 2 p.m.

FRIDAY, 20th September.

Shanghai and North China - 20th Sept., 2 p.m.

SATURDAY, 21st September.

Shanghai and North China - 21st Sept., 2 p.m.

SUNDAY, 22nd September.

Shanghai and North China - 22nd Sept., 2 p.m.

MONDAY, 23rd September.

Shanghai and North China - 23rd Sept., 2 p.m.

TUESDAY, 24th September.

Shanghai and North China - 24th Sept., 2 p.m.

WEDNESDAY, 25th September.

Shanghai and North China - 25th Sept., 2 p.m.

THURSDAY, 26th September.

Shanghai and North China - 26th Sept., 2 p.m.